



William H. Huffcut, Col, USMC, (Ret.)
 "Bill"

Date of Designation: 6 July 1962 V-18943

Dates of Active Duty: 20 Oct 1958 - 1 July 1989

Total Flight Hours: 4,400

Carrier/Ship Landings: Fixed wing: 40+
 Rotary: 200+

Approximate Flight Hours:
 Jet: 1,200+ Prop: 1,500+ Helo 1,700+

Combat Tours:

- 1962 Cuban Missile Crisis. Key West/Gitmo
 VMF 251, (F8U) 6 Missions.
- 1965 Dominican Republic Crisis, Santa Domingo,
 HMM-263, H-34, 39 missions.
- 1965-66 Vietnam, HMM-263/363, VMO-6, (H-34,
 UH-1E) 600 missions.
- 1969 Vietnam, VMO-6, (OV-10, UH-1E)
 400 missions.

Aviation Commands:

- H&MS-29, 1974-1975, MCAS New River,
 (H-34, UH-1N, OV-10).
- VMO-1, 1975-1976, MCAS New River,
 (OV-10).
- MAG-41, 1979-1981 NAS Atlanta, (OV-10,
 AH-1J).
- MAG 29, 1981-1983, MCAS New River,
 (OV-10, UH-1N, AH-1).

Combat Awards:

- Navy Cross
- Legion of Merit
- 3 Distinguished Flying Crosses
- 50 Air Medals (1,000) Missions
- 3 Purple Hearts



Combat Awards continued

- Bronze Star w/Combat "V"
- Air Medal - Single Mission Award
- 2 Meritorious Service Medal Awards
- Combat Action Ribbon
- Republic of Vietnam Cross of Gallantry

Duty Assignment Chronology

- 11/58-8/59 Quantico, VA, Student TBS.
- 9/59-1/61 Camp Lejune, NC, Infantry Officer.
- 2/61- /62 Pensacola FL, Flight Training.
- 2/62-7/62 Kingsville TX, Student Flight Training.
- 8/62-2/63 MCAS Beaufort, SC, VMF 251, Asst. Flight
 Ops O, (F8U).
- 3//64-1/65 MCAS New River, NC, HMM-262, (H-34)
 Asst. Ops O, Training.
- 2/65-6/65 MCAS New River, NC, HMM-263 (H-34),
 Asst Ops O, Schedules.
- 7/65-10/65 Marble Mountain, RVN. HMM=263. (H-34)
 Asst. Ops O, Training.
- 11/65-2/66 Qui Nhon, HMM-363, (H-34) Asst. Flt O.
- 3/66-8/66 KYH, RVN, VMO-6, (UH-1), S-4.
- 9/66-1/69 HQMC, Wash, DC, (T-39/T-28), Enlist
 Aviation Assignment Monitor, Pers. Dept.
- 2/69-5/69 MCAS New River, NC, VMO-1(OV-10),
 Transition.
- 6/69-12/69 Quang TRI, RVN, VMO-6, (OV-10, UH-1E).
 Intel. O.
- 1/70-5/70 H&MS-36, MAG-36, 1st Maw Adj.
- 6/70-7/71 Air Command College, Maxwell AFB,
 Montgomery, AL, Student.
- 8/71-7/74 USSOUTHCOM, Canal Zone, (O-2B), Plans
 & Policy O, J-5 Director.
- 8/74/4/75 MCAS New River, NC, (OV-10, UH-1N),
 CO H&MS-29.
- 5/75-10/76 MCAS New River, NC, (OV-10), CO
 VMO-1.

Duty Assignment Chronology continued

8/79/5/81 NAS Atlanta, CO MAG 41, 4th MAW (OV 10, AH-1J).
6/81-2/83 MCAS New River, NC, MAG 29, (OV-10, AH-N).
3/83-6/83 MCB Camp Leujne, NC, 2nd MARDIV, DIV Air Officer, (OV-10, UH-1N).
7/83-6/85 MCB Camp Leujne. NC, 6th MAB, Chief of Staff, (OV-10, UH-1N).
7/85-7/79 Air University, Maxwell AFB, USMC Advisor to Commander Air University.

Summary of Significant Career Events

(1) I did not fly the fastest, be the first to fly a specific model of aircraft, or fly the farthest or the highest or the longest, but I was afforded the honor of serving with and getting to know many of the Golden Eagle giants of Naval Aviation during my career. Hero's such as Vic Armstrong, Bob Butcher, JK Davis, Bill Fitch, Joe Foss, Gus Gustafson, Homer Hutchinson, Bob Keller, Marion Carl, George Kinnear, Frank Lang, Tom Miller, Royal Moore, Chuck Pittman, Manfred Rietsch, Mel Sautter, Mike Sullivan, Hal Vincnt, Ken Weir, Drax Williams, Duane Wills, George Axtell, John Glenn, and Tom Moorer to name but a few.

(2) The Marine Corps allowed me to serve my country and Corps as a Naval Aviator in places all over the world and to rub shoulders with personalities from all walks of life that were interesting and memorable. Like all aviators I had my share of " memorable Flights " and experiences ... some thrilling and some boring, some I am proud of such as: being in the fighter Detachment at GITMO when President Kennedy was killed and subsequently helping to keep the Cuban's in check during that tense period, or saving people while flying helicopters, or coordinating the rescue of trapped recon teams in the DMZ , or controlling actual combat airstrikes in direct support of troops on the ground; and then there are the things I would rather forget; such as almost landing at New Orleans International Airport by mistake instead of NAS New Orleans on my first solo jet cross country flight, or shooting down a drone by mistake with a sidewinder missile when flying out of Roosevelt Roads or blowing a tire during a STOL landing demonstration at the Atlanta Airshow in front of 60,000 people. "Thirty one years and 4400 hours later"-- still in one piece and a member of the Golden Eagles. What more could a Marine aviator ask for?